

# Opposite Lock

November, 1999

*The Fuzzy Feel-Good Newsletter of the Oregon Rally Group*

Vol. 1, No. 2

## Brain Farts

*by Mika Lepistö and Jason Grahn*

Hi Everyone!

Well, it looks like Mika is out of the game for the month, so I get to write about whatever I please! HA! This'll teach him a lesson or two!

Now, down to business. During my many drives to Oregon and back, I've noticed that many people seem to have forgotten how to drive on the freeway (or highway, call it what you want). I'd just like to take a small trip back in time to drivers ed to remind all of us of a couple rules that the general population seems to have forgotten. So sit back, relax, and fasten your 5 point safety harness for a quick (but safe) trip down memory lane...

### JASON'S RULES OF DRIVING; PART 1

The first thing that I'd like to mention is that **THE LEFT LANE IS FOR PASSING!!** The left lane is not for: going slow, cruising, picking your nose (I've seen this a couple times, not a pretty site), or for playing freeway tag. **PLEASE, PLEASE, PLEASE**, people, if you're in the left lane and someone wants to pass, **LET THEM**.

Second, vehicles come with blinkers for a reason!! If you're changing lanes, use your bloody blinker! I would hate to have to make someone buy me a new bumper simply because they're a little too forgetful for a simple flick of the wrist. And what comes with turning your blinker on?

**TURN YOUR BLINKER OFF! DO NOT DRIVE DOWN THE ROAD WITH YOUR BLINKER AIMLESSLY FLASHING AWAY.** It's like a strobe light of stupidity announcing to the world how much you don't pay attention to your driving.

And last, but certainly not least, a reminder of the two second rule. Tailgating isn't a crime, and it shouldn't be. People should get out of the way for faster cars. But tailgating only goes so far. I really hate it when I'm driving down the road, stuck in traffic, and someone is tailgating me. It's not like they can get any further with me out of the way. They'll just get stuck in my spot.

To recap: Stay off the road in between 5pm and 10pm so I can get to where I want with ease. The world will be a better place.

I now return you to your newsletter, already in progress.

Jason

## From the Prez

*by Mike Nagle*

1999 continues to be a mixed bag for the rally community in the Pacific Northwest. La Niña, postponement, cancellation, and endangered species all combined to make organizers' lives more difficult. But the new millennium does offer continued optimism as troubled events announce their returns, new events and series build on stronger plans for success. The outlook for the growth of RallyCross shines bright, as does the continued return of more SCCA road rallies.

Oregon and Washington will work through a shake-up of our national ProRally presence. Oregon Trail continues on it's journey for national recognition. And both SCCA regions [Oregon and Northwest] must take this opportunity to re-double their efforts to fortify their ranks and overall stability. This newsletter and the management of its mailing database of you, the rally enthusiast, will be foremost in ORG's goals to garner additional support in making our sport a continued success.

I have been involved with northwest rally throughout the '90s and as I wind down from three years of ORG presidency, I see the new officers' task of maintaining the momentum as primary to the health of the organization. Without the continued influx of enthusiasm from new members and involvement by the masses our gains over the past few years will wilt. Reliance on the few will inevitably result in burnout. Thus we must continue to seek your involvement in any of a multitude of tasks. ORG must keep you abreast of all rally related activities, and we hope that you will find time to become more involved with making it a success.

Now is the time to show our strength of grassroots support for our sport. SCCA officials have long wanted more east coast ProRallies on the schedule. Circumstances have eliminated two long-standing NW events from the 2000 national calendar [Wild West has returned to the national ProRally series, with a date in mid-September, since this article was written. — ed], with no east coast replacements. Retooling during 2000 with better event programs and sponsors will go a long ways for a return to the national forefront that the northwest deserves. And that effort is predicated on the involvement of more competitors and fans in the organizing of rally events.

On the road rally scene, a similar scenario could be sounded. There are long-time dedicated organizers, and there are some worn out folks. The Pacific Coast Challenge series continues to develop as

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# October Minutes

*Unapproved, from the October 21 ORG Meeting*

Minutes from 10/21/99 ORG Meeting:

In attendance:

Bruce Tabor, Mark Tabor, Matt Tabor, Kristen Tabor, Janice Tabor, Ben Bradley, Mika Lepistö, Kevin Poirier, Tony Dienstel, Simon Levear, Todd Lengacher, Mike Nagle, Ken Murphy, Tom Slavin, John Teeter, Chris Portal

Hopefully, Ben has the first half of Simon's treasurer's report, as this scribe arrived late.

*The meeting was called to order at 7:20 pm.*

*Discussion of the August and September minutes took place. In the August minutes, it was pointed out that it was Matt Tabor who was at the meeting, not Mark. It was suggested that some financial discussions not be recorded in the minutes. With these revisions the minutes were seconded and approved. Ben will also note that the minutes that appear in the newsletter are unapproved.*

*There was no membership report.*

*Simon gave the treasurer's report. We have a positive balance.*

*Back to you, Chris.*

Water truck expenses seemed higher than anticipated. Simon is working to resolve this with the Washington County Fair administration.

Bills, receipts and checks were presented by Ben.

A merchandise statement from SCCA was received. It may already have been paid. Simon is investigating.

A letter of commendation and a gift certificate for Will Cotter (sp?) (the EMT who assisted Chris Kouba at Oregon Trail) was approved and funded.

Membership dues discussion followed. After much animated debate it was moved and carried that dues stay at their current level.

Newsletter discussion: more timely and substantive topics were solicited by Ben for inclusion in the newsletter. The deadlines will be at the end of each calendar month, with the mailing going out to members and interested parties a week before the next meeting.

There was a brief discussion of the use of the [www.oregonrally.com](http://www.oregonrally.com) message board vs. the ORG-L mailing list. It was commented that each had it's uses.

GE donated some oxygen bottle kits, which Tom Slavin pointed out should only be used by trained personnel.

The next ORG meetings are scheduled for November 18, and December 16.

Oregon Trail Rally is tentatively scheduled 60% National event April 15/16, 2000.

Mike Nagle is completing his road survey, then will submit the formal application to Oregon Department of Forestry. He is also in contact with the Air Museum and Port of Tillamook with regard to use of the Air Museum tarmac.

After discussion about one versus two day events, Simon moves that we hold a two day event. The motion is carried.

Nominations for the office of ORG President and Secretary are requested for the December (?) meeting.

More rallycross discussion ensued. John Teeter volunteered to chair a rallycross meeting/forum/committee. He will bring do a write up and bring proposals to a future meeting.

Electronic distribution of the newsletter will be made an option on future membership forms.

Simon reports that we need to develop our own source for loaner helmets for rallycross. Although we do not currently have a lot of funds for helmets, Ken, Simon and Kevin will explore sources for low cost helmets.

Logo designs for Oregon Trail 2000 are solicited.

There will be an SCCA dinner November 20 at the Pearson Air Park, Hwy 14 in Vancouver WA.

The NorPac convention will be held Jan 7-9 at Harrah's in Reno, NV.

The Grant's Tomb rally is scheduled for October 23 at 1:00 pm, and Ghoul's Gambol is October 30, at 5:00 pm.

The meeting was adjourned to view the new web site.

Submitted by Chris Portal

## RallyCross Meeting

*by John Teeter*

At the ORG meeting on 10/21/99, a discussion of various RallyCross rules/changes was took place. It was agreed that there would be a separate meeting called, led by John Teeter, to discuss future RallyCross rules and regulations.

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## From the Prez

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a strengthening bond for the success of 'brisk' forest type rallies. Mark Tabor has challenged organizers to return Cascade Sports Car Club's Friday Niter series to a full slate of 8 monthly events. And I hope that more of you will cross over between ProRally and RoadRally, and share in the experience of the other's adventure (and don't forget to support RallyCross).

Oregon Trail is April 15 & 16. It's coming fast! Call one of the listed ORG officers today to pledge your support for the staging of the first nationally listed ProRally event in Oregon since 1985. We're in Tillamook this year, and we need all of you to help in any way to make it a success. Mark your calendar, make the second week of April "Help Oregon Trail ProRally Week!"

Rally On  
Mike Nagle

## RallyCross Meeting

### Continued from Page 2

Proposed date of meeting: December 2nd.

Expected outcome: Set up a list of proposed regulations that will be supplemental to the SCCA RallyCross guidelines so that one Oregon RallyCross is run similar to the next. We will also discuss the possibility of having a series long championship for RallyCross in Oregon. We need to learn from our mistakes and successes and document them so we do not make the mistakes again.

### Agenda

Introductions/Settle in — 5 minutes

Review Agenda — 5 minutes

Agree on meeting guidelines (no throwing stuff at each other, let each person finish their thought, no sideline conversations...etc...) — 10 minutes

Discuss/agree on the purpose of RallyCross in Oregon/NW (This is a big "decision" and a lot of my recommendations are based on us creating a series) — 20 minutes

### Series vs. One-Off:

Thoughts: I think we need to consider what we "want" out of a RallyCross series in Oregon (and Washington, if they agree on some central guidelines):

1. A series that is defined as fun runs only, and you get practice and have fun running in the dirt.

Pros: Don't have to worry about serious rules

Cons: People will get bored of the series and I think it might die from people not coming to it.

2. A series that is competitive only within the event(like now).

Pros: Somebody gets bragging rights. There is some competition.

Cons: You have to have a series that is thought of as "fair" FOR

THAT DAY ONLY. Otherwise, if people feel that they are consistently getting "the short straw" then they are less likely to enjoy themselves and are less likely to keep coming back.

3. A season-long series that is competitive.

Pros: You will get the same people coming back time and time again. Maybe even people building cars exclusively for RallyCross... High HP and low weight :) You don't have to have to be quite as "fair." A little more Force Majeur might be tolerated because the contestants will know that they can do better next time (if the odds are in their favor) and keep moving up the list.... just like rallying.

Cons: More record-keeping.

**Specific RallyCross items to discuss:** — 10 minutes of discussion on each issue

### Classes:

Thoughts: Other places in the country use the same classes but have broken them between Street tires vs. Rally tires, and some have Production GT. Should we add Production and Production GT? Is there much concern in the enforcement of these classes? How hard is it to tell someone what class they are in.

### Water truck management:

Thoughts: fairness of water truck management can be handled in other ways that changing how the water truck is used. The water truck is a MUST HAVE to put on a RallyCross due to dust and course degradation.

### Grid order:

Can we get people in the same class next to each other? Seeding?

### 1 event per day vs. 2:

Thoughts:

Pro 1 per day:

A 2 event day is very long for workers/organizers that work the entire day.

It makes it so that the day is very rushed, not allowing for significant breaks, waiting for the water truck, etc...

You could have more than 3-4 runs

In winter/shorter months we may not have enough light.

Pro 2 per day:

We allow more people to run.

We allow people to compete for only 1/2 the day.

We generate more revenue.

You don't have to stand in a field for 3-4 hours while the other group runs

### Series points:

### Seeding:

Thoughts: People who consistently have similar times should race together to ensure that they see a similar track.

### Pre-entry:

### Timing system to be used for 2000:

Thoughts: We have experimented with timing systems. We have had numerous errors/difficulties with them. We have not had any problems/complaints with the stop watches.

### Number of trophies:

Thoughts: with BIG classes (20+) and SMALL(2-3) that we have seen in the past this seems unfair. If the classes are broken out this will alleviate a lot of the big classes.

**Continued on Back Cover**

November 18 ..... ORG Meeting ..... Durham, OR  
 December 2 ..... ORG RallyCross Mtg ..... Durham, OR  
 December 9 ..... NW Region Rally Mtg ..... Tumwater, WA  
 December 9-12 ..... Kamada Express Rally ..... Laughlin, NV

## Upcoming Events

President: ..... Mike Nagle ..... (503) 244-8570  
 VP Membership: ..... Ken Murphy ..... (503) 977-3188  
 VP Events: ..... Mika Lepisto ..... (503) 353-9844  
 Treasurer: ..... Simon Levear ..... (503) 598-8588  
 Secretary: ..... Chris Portal ..... (503) 371-1125  
 Newsletter: ..... Ben Bradley ..... (503) 654-3222

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### RallyCross Meeting Continued from Page 3

Course designer/people who setup course being in running  
 for trophies/points:  
 Thoughts: these people have had more exposure of the course  
 than other competitors.  
 Number of runs:  
 Thoughts: 20 dollars is pretty steep for 3 runs.  
 Registration rules:  
 Thoughts: Need to have consistent rules from RallyCross to  
 RallyCross  
 Documentation/enforcement of "rules"...mission statement?  
 Thoughts: The rules need to be documented  
 Toss one run:  
 Thoughts: In rallying everything counts. But RallyCross is only  
 BASED on rallying...it is not rally. Tossing one run could make  
 up for (there will be other situations that I have not listed/thought  
 of), getting put right behind the water truck, a brain lapse, a  
 "learning the course" lap, a mechanical issue.  
 Please attend the meeting on December 2 and let your feelings be  
 heard. It will take place at the Tabor Accounting Group/Pacific  
 Foto Supply compound in Durham.

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